EASTERN™ CATALYTIC

World Class Catalytic Converters

www.easterncatalytic.com

2012

Edition #1

Universal Catalytic Converters

ECO II

ECO III ECO GM

ECO CARB*

Compatible with second-generation on-board diagnostics (OBDII)

- Gasoline
- Diesel
- High Performance
- Fleet Applications
- High Mileage Applications

* 49 states – excludes California

Vertical Development, Inc.

WHI

ACTIVANT

*Not Legal for Sale or Installation on Vehicles Registered in the State of California

Scan code to look up application on your mobile device.

EASTERN™
CATALYTIC

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Table of Contents

30 years of innovation	04	High Performance Converters	20-21
ECO Series	05	Diesel Converters	22-23
ECO-GM Series	06-07	Eastern Component Accessories	24
Selecting the correct Universal converter	08-09	Component Boss & Plugs	25
Diagnosing converter failure	10	Component Cowbells	26-27
Converter basics	11	Exhaust accessories	28
Round Converters	12-13	Causes of converter failure	29
Oval Converters	14-19		

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Eastern Catalytic catalogs, product literature, and sales support materials

We offer a full range of product catalogs in print, online, and on CD. Our sales literature is available in print and for download in pdf format on our website at **www.easterncatalytic.com/literature**.

In addition, we provide educational point of sale materials and quarterly bulletins to support distributors, jobbers, and service retailers.

To request catalogs, literature, and point of sale material, contact your Eastern Catalytic distributor or reach us online at **www.easterncatalytic.com**

Full Line Catalog Online
easterncatalytic.com

ECO Series
(Flyer-001)

ECO GM
(Flyer-002)

Manifold
Converter Flyer
(Flyer-003)

OEM-Style
Ford Truck
Converter Flyer
(Flyer-004)

Bullet Cat Flyer
(Flyer-005)

Diesel
Converter Flyer
(Flyer-006)

Ours vs.
Theirs Flyer
(Flyer-007)

5.9L Flyer
(Flyer-008)

Flex Pipes Flyer
(Flyer-009)

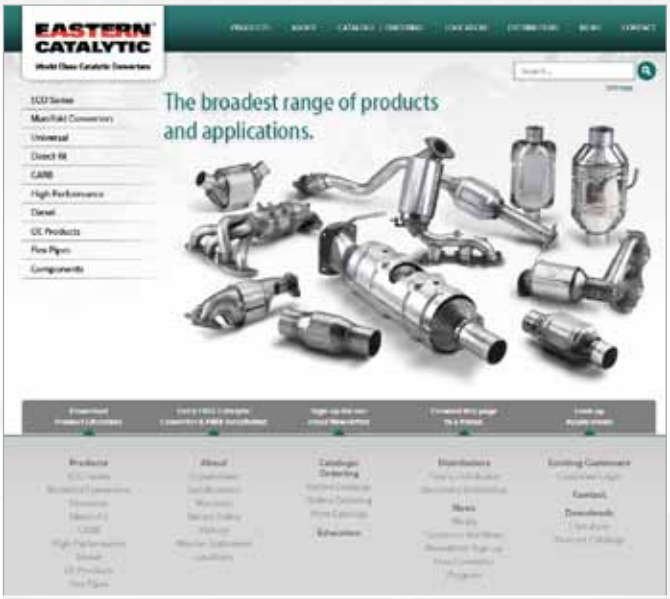
Full Line Catalog
in Print and on CD
(49 State-001) (CD-001)

Shop Bay Banner
(Bay Banner-001)

Full Line Wall Chart
(Wall Chart-001)

Check us out online: ***easterncatalytic.com***

- Look up applications
- Order online (established customers — call for details)
- See our newest product introductions
- Education, videos, tech tips, and more



View our catalog on your mobile device:

- Search CARB and 49-state applications
- Find the part number you need, whenever and wherever you are

Scan either code to find the application you need

49 state converter applications

California converter applications

Eastern Manufacturing Inc. recommends that units are installed by a certified auto technician.

All products in this catalog are not legal for sale or use in California.

Bringing you more ways to help grow your exhaust business...

Global Leader in Catalytic Converters

Eastern has been in business for over 34 years and was one of the original manufacturers in the aftermarket catalytic converter industry. We pride ourselves on our direct-fit catalytic converter coverage, the highest and fastest order fill rate in the industry, daily drop shipping, vehicle-tested OE fit, and emission control catalysts that use actual OEM washcoat from the largest catalyst manufacturer in the world. At Eastern, all we do is manufacture and sell converters. That's what makes us the best converter manufacturer in the business.

Quality

World-class quality has earned Eastern Catalytic Converters certification in over 58 countries around the globe. Continual improvements in our design, production, and product delivery systems have made Eastern the smart choice in catalytic converters.

Coverage

Eastern's coverage for cars, light trucks, SUVs, and vans is the best in the industry. Our Direct-fit line now includes over 1,400 part numbers with coverage for over 50,000 applications. Our Universal line has over 800 SKUs in configurations to fit over 95% of the registered vehicles in U.S. and Canada. Our new Performance line has been expanded to include 150 SKUs.

Value

Compare Eastern's value to the competition. Our flexible and efficient manufacturing facilities, in the US, Canada, Mexico, and the UK, make our converter lines highly competitive. And, with Eastern, you're assured of quality and performance that meets or exceeds OEM specs.

Technology

We actively work to keep Eastern at the leading edge of converter technology. Our proprietary, NANO technology chemistry yields highly efficient loadings for lower cost and better converter efficiency. Our continued investment in the latest manufacturing equipment helps us maintain industry-leading efficiency and productivity, to keep our prices competitive and our build-quality the best in the business.

We've got 30 years of innovation.

100% of our research and development efforts goes into making the finest aftermarket and original equipment catalytic converters on the market. All of our converter washcoats come from the largest catalyst manufacturer in the world, ensuring maximum performance and the highest conversion of vehicle emissions of any catalytic converters available.

N_2
CO_2
H_2O
Pd
Pt
Rh
Full, top, and bottom heat shields on most universal converters.
Our Universal converters are non-directional and can be installed either way.
Advanced materials design retains maximum engine output and maximizes catalytic efficiency.
Our proprietary NANO technology chemistry yields highly efficient loadings for lower cost and better converter efficiency.
Complete range of inlet and outlet diameters. In addition to a complete Universal line, Eastern offers a wide range of Diesel, High Performance, and Direct-fit converters.
HC
NOx
CO

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ECO Series

Eastern ECO Series Converters – designed to help keep the Check Engine Light (MIL) off

Our new ECO series converters feature washcoats with greater loadings of precious metals to handle applications with ultra low emissions or higher than normal emissions, as well as vehicles with higher mileage and heavier workloads. They're available in most Universal and Direct-fit applications for the broadest coverage, and are fully compatible with second-generation on-board (OBD II) diagnostics.

ECO II

Designed to be effective on most complex or second generation on board diagnostic (OBD II) systems.

ECO III

Designed with twice the amount of Rhodium to keep the Check Engine Light (MIL) off on vehicles with emissions that are out of the normal range.

ECO GM

Developed specifically to meet the emissions challenges of GM 2.2, 3.1, 3.4, and 3.8L engines. See page 04-05 for details.

ECO CARB

New!

These converters are CARB compliant, and available in Universal and Direct-fit configurations for OBD II and pre-OBD II California vehicles.

GM check engine light problems?

Eastern ECO GM Converters are designed to help keep the Check Engine Light (MIL) off!

Our new **ECO GM** converters were developed specifically to meet the emissions challenges of GM 2.2, 3.1, 3.4, and 3.8L engines.

The **ECO GM** catalyst has been engineered with a specially formulated precious metal and chemical content to meet the GM OBDII requirements. The catalyst washcoat was designed by the same supplier that originally supplied these OEM vehicles and is backed by Eastern's 5 year / 50,000 mile warranty!

Be sure to check any related TSBs and recall notices prior to changing any catalyst.

These known GM service conditions can result in damage to the catalytic converter:

Condition: Loss of coolant

Ref: Bulletin No.: 01-06-01-007C

Loss of coolant, coolant odor, having to add coolant, or the presence of a milky substance on either the oil dipstick or oil fill cap. Additionally, owners may indicate that there are signs of coolant leakage on the ground where the vehicle is normally parked.

Cause:

Condition may be due to coolant leaking past intermediate intake or throttle body gaskets.

Result:

Coolant entering the converter causes contamination of the substrate and/or the O2 sensors.

Condition: Loss of power

Ref: Special Policy Adjustment – Catalytic Converter # 05551

Vehicles affected: 2001-02 Chevrolet Impala, Monte Carlo, Pontiac Grand Prix, and Buick Regal models equipped with a 3.4L (RPO LA1 - VIN E) or 3.8L (RPO L36 - VIN K) V6 engine.

Cause:

May be due to the front endcone insulation from the catalytic converter breaking away and blocking the front of the first catalyst brick.

Result:

Prevents the free flow of exhaust gas through the converter. Loss of power, MIL light illumination.

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Condition: Engine Coolant Leak

Ref: Subject 03034

Engine coolant may leak at the upper intake manifold throttle body gasket or at the upper intake manifold to lower intake manifold gasket.

Vehicles affected:

All 2000-2002 and certain 2003 Chevrolet Impala and Monte Carlo, Pontiac Grand Prix and Bonneville, and Buick Regal, LeSabre, and Park Avenue models equipped with 3.8L V6 engine (RPO L36 - VIN Code K).

Result:

Coolant leak may result in a low engine coolant level and higher engine operating temperatures. Higher temperatures may burn or even melt the substrate.

Condition: Poor drivability and/or hard starts

Owner may comment on drivability symptoms or long, hard starts, sputter, rough idle, and light or intermittent misfire. The Malfunction Indicator Lamp (MIL) may also illuminate.

Vehicles affected:

1994-1996	Buick Regal
1994-1999	Buick Century
1994-1998	Buick Skylark
1994-1996	Chevrolet Corsica, Beretta
1995-1999	Chevrolet Lumina, Monte Carlo
1996	Lumina APV
1997-1999	Chevrolet Malibu, Venture
1994-1996	Oldsmobile Cutlass Ciera
1994-1997	Oldsmobile Achieva, Cutlass Supreme
1996-1999	Oldsmobile Silhouette
1997-1998	Oldsmobile Cutlass
1999	Oldsmobile Alero
1994-1999	Pontiac Grand Am, Grand Prix
1996-1998	Pontiac Trans Sport
1999	Pontiac Montana with 3.1 L or 3.4 L V6 Engine (VINs E, J, M - RPOs LA1, LG8, L82)

Cause:

Due to various factors, the fuel injectors may become restricted. At this point, no specific fuel, fuel constituent, or engine condition has been identified as causing the restriction. The restriction causes the engine to operate at a lean air fuel ratio.

Result:

Lean air fuel ratio may either trigger the MIL or cause the engine to develop various drivability symptoms. Higher operating temperatures may burn or even melt the substrate.

Condition: Fuel Leak

Ref: GM recall 04V090000 and service bulletin 03054B

Fuel leaks can occur that cause the engine to run rich, extend the crank times, and possibly store DTC codes. When coupled with charging, starter, or battery problems, the condition can lead to the possibility of a fire and/or intake manifold rupture or explosion resulting from a leaky fuel pressure regulator.

Cause:

Fuel leaks can be caused by a leaky or faulty fuel pressure regulator. When the regulator fails, fuel can leak past the rubber diaphragm inside of the regulator housing and raw fuel can then enter the intake manifold.

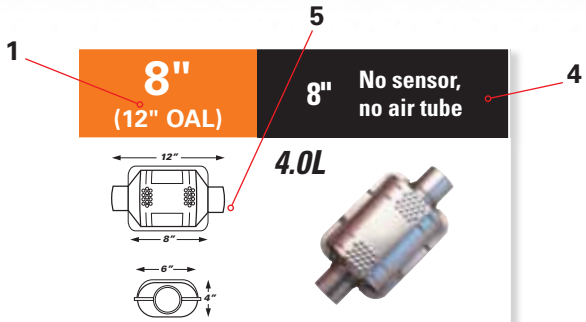
Result:

Raw fuel entering the converter can superheat the substrate causing it to melt.

Selecting the correct Universal Converter

1) Determine what type and size body you need
   a) round unit or oval unit
   b) long or short body
2) Select the correct engine size
3) Establish the gross vehicle weight (usually on the inside of the left front door jam)
4) Check to see if the replacement unit needs an air tube or O2 sensor fittings (all Eastern Catalytic Converter air tubes are capped)
5) Verify the correct position of the inlet and outlet
6) Measure the diameter of the O/E pipe to ensure that you have the right size inlet and outlet.
7) **Fix the problem that caused the original converter to fail before installing the new converter.**

Eastern recommends the use of ECO Series converters on all OBD II applications.



Inlet /outlet size	STND	ECO II	ECO III
4.0L / 4,250 lbs.			
1.75" / 1.75"	70380	83803	93803
2" / 2"	70382	83804	93804
2.25" / 2.25"	70384	83805	93805

Direct-fit

Bolt-on coverage with over 46,000 applications

- Built to OE dimensions with OE-style flanges and flex assemblies.
- Proprietary catalytic chemistry and high-flow design maximize engine output and catalytic efficiency.
- Over 1,300 Direct-fit converters for cars, vans, SUVs, and light trucks.
- Most of our Direct-fit Converters include Eastern's Value Pack installation kits with everything you need for a fast, easy installation, including hardware, gaskets, fasteners, studs, and accessories.
- Where our engineers have recommended their use, post '96 Direct-fit converters use our new ECO II and ECO III catalysts.
- ECO GM Direct-fit Converters are available to meet the emissions challenges of GM 2.2, 3.1, 3.4, and 3.8L engines.
- ECO CARB Direct-fit converters are available for California vehicles.

Manifold Converters

New expanded line with thousands of applications

- Features popular applications for cars, vans, light trucks, and SUVs from 1987 to 2009.
- Hard-to-find units for Ford, Honda, Hyundai, Infiniti, Lexus, Mercury, Nissan, and Toyota.
- Specifically designed to meet OE specs for fit and performance.
- Converter, heat shield, and manifold welded for increased reliability.
- Installation kits come complete with gasket, studs, and nuts, as required.
- Tested at the end of the production line in special QC control fixtures to assure exact OE fit before final packaging.

Remember: Fix the problem that caused the original converter to fail.

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Ford OEM-Style

Direct-Fit and Universal coverage for Ford trucks and vans from 1988 – 2007

Our new OEM-Style Ford Truck Converters are made to meet the manufacturer's specs for use on large Ford trucks and vans. They're quality built with OE-style front flanges, gaskets, O2 sensor ports, air tube fittings, and hangers for easy fit and trouble-free installation.

Offered with both OE-style flanges and straight tube ends, they're rated for use on engines up to 8.0L.

Like our entire line, they're approved for use in 49 states (except California).

Our OEM-style Ford Truck Converters are designed for maximum reliability and long life performance using Eastern's proprietary "NANO Technology" catalyst washcoat and full-body, 409 stainless steel construction.

Fleet Applications

Complete catalytic converter coverage for Ford, Lincoln, and Mercury fleet vehicles

- Specially designed to meet the demands of high mileage fleet vehicles.
- Extra catalyst material keeps the "check engine" (MIL) light off and your fleet's performance on (ECO II and ECO III).
- Ideal for taxi, limo, and police vehicles, as well as trucks and vans.
- The broadest coverage for fleets from Diesel applications to passenger cars including Ford, Mercury, and Lincoln Town Car, up to 2010.

Diesel

Diesel Catalytic Converters that outperform the competition

- Patented catalyst chemistry maximizes diesel engine output and catalytic efficiency.
- Designed to operate at lower temperatures typical of diesel engines.
- Metallic substrates that withstand the toughest operating conditions.
- Excellent reduction in Particulate Matter (PM), Carbon Monoxide (CO), and Non-Methane Hydrocarbons (NMHC).
- Includes coverage for cars, light trucks, heavy-duty and off-highway vehicles, buses, heavy-duty trucks, forklifts, and stationary engines.

Remember: Fix the problem that caused the original converter to fail.

Diagnosing catalytic converter failures

When a converter malfunctions, it can be due to an engine performance issue or an issue with any of the components in the fuel, engine, and exhaust system. Typical issues include faulty O2 sensors, incorrect air/fuel ratio, unburned fuel entering the unit, chemical additives in the fuel, malfunctioning sensors, ECM failure, and road damage. One or more of these conditions can trigger a change in emissions at the converter, causing the ECM to record a code that indicates "Catalyst Efficiency Below Threshold".

If a catalytic converter has failed, it is up to the technician to thoroughly diagnose the problem to find out what caused the failure. If this is not done, it will eventually lead to failure of the new converter.

Codes P0420 and P0430 indicate that the "catalyst system efficiency is below threshold bank 1 or 2. In other words, the vehicle's oxygen sensors downstream noticed that the converter is not working as efficiently as it should. However, codes P0420 and P0430 can occur for a variety of reasons other than converter failure or malfunction. It is important to properly diagnose and identify any problem or problems before installing a new catalytic converter.

For tips on diagnosing catalytic converters, go to the "Education" section of our website:

http://www.easterncatalytic.com/education

Converter replacement requires ECM reset

When a converter is replaced, the technician will need to perform a drive cycle in order to correctly reset the ECM. Follow the manufacturer guidelines for the correct drive cycle.

Conditions that can lead to a Code P0420 and P0430:

Fuel trim too high

- Vacuum leaks
- Intake leaks
- Bad mass-air flow sensor

Fuel trim too low

- Stuck fuel injectors
- Bad fuel pressure regulator

O2 sensor problems

- Failed or "lazy" sensor
- Sensor contamination by antifreeze, additives, oil, unburned fuel, or service chemicals/sealants

Maintenance / operation problems

- Overloaded vehicle
- Incorrect engine timing
- Carbon deposits

Mechanical / electrical issues

- ECM failure
- Defective electrical parts: plugs, wires, coils
- Improper compression
- Leaking valves
- EGR failure
- Exhaust leaks
- Worn camshaft
- Transmission problems
- Improper fuel system performance
- Blown head, intake, or exhaust gaskets
- Bad valve timing
- Cooling system issues

Remember: Fix the problem that caused the original converter to fail.

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Before installing a new converter:

Most catalytic converters fail due to engine related problems. Replacing the catalytic converter without diagnosing and repairing the cause of the failure may lead to another ruined converter.

A catalytic converter is designed to last the life of the vehicle. When malfunction in the catalytic converter is indicated, it is almost always the result of some other problem.

Signs indicating need for a catalytic converter replacement

Most often, catalytic converter problems turn up while reading codes or performing emissions testing. However, there are physical symptoms that may also indicate need for converter replacement:

- Broken or rusted-out converter body or end tubes.
- Physical damage to the converter body.
- Presence of a rattle in the converter. A thump on a monolithic converter should make a solid sound to indicate that the substrate is present and is still in one piece.
- Fragments of substrate in other sections of the exhaust system.
- Indications of overheating on converter body.

Converter Basics

A catalytic converter has three main components:

- The converter body, which includes the "can," pipes, and matting used to hold the brick in place.
- The converter substrate – usually a high performance ceramic "brick," engineered with thousands of tiny channels through which the exhaust gases pass. The substrate can also be constructed of a metal mesh.
- The washcoat, which coats the substrate with a combination of precious metals; platinum, palladium, and / or rhodium.

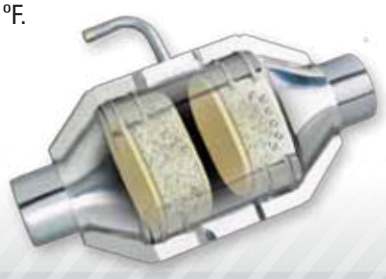
In addition to these components, many converters will have O2 sensor ports and air tubes.

How a catalytic converter works

As exhaust gases pass into the converter and through the substrate, the washcoat creates chemical reactions that lower the level of emissions emitted from the tailpipe.

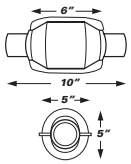
A catalytic converter needs two factors to operate properly: sufficient operating temperature (the "light off" temperature) and a steady stream of feed gas. Once the "light off" temperature is reached the catalytic conversions occur: 1) oxides of nitrogen (NOx) are reduced into nitrogen and carbon dioxide, and 2) hydrocarbons (HC) and carbon monoxide (CO) are oxidized to create water vapor.

Converters typically start to work at around 550 ºF. The majority of the purification takes place once the converter reaches at least 750 ºF.



6" (10" OAL)

6" No sensor, no air tube



3.8L

Inlet /outlet size	3.8L / 4,250 lbs.		
	STND	ECO II	ECO III
1.75"/ 1.75"	70236	82363	92363
2" / 2"	70237	82364	92364
2.25"/ 2.25"	70238	82365	92365
2.50"/ 2.50"	—	—	—

BTO - Build to order

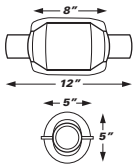
Just because you don't see a particular application in this catalog, doesn't mean we can't build it for you!

Our Build To Order (BTO) program has created special converters for applications ranging from marine and aircraft to power generation and small engines.

Put our engineers to work for your special converter needs. Let us know what your requirements are, and we'll let you know what we can do.

8" (12" OAL)

8" No sensor, no air tube



3.8L

8" One sensor, no air tube

3.8L

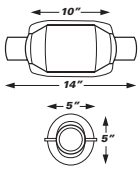
8" Two sensors, no air tube

3.8L

Inlet /outlet size	3.8L / 4,250 lbs.			3.8L / 4,250 lbs.			3.8L / 4,250 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
1.75"/ 1.75"	70246	82463	92463	BTO	82663	92663	BTO	82263	92263
2" / 2"	70247	82464	92464	BTO	82664	92664	BTO	82264	92264
2.25"/ 2.25"	70248	82465	92465	BTO	82665	92665	BTO	82265	92265
2.50"/ 2.50"	70249	82466	92466	BTO	82666	92666	BTO	82266	92266

10" (14" OAL)

10" No sensor, no air tube



3.8L

10" One sensor (centered), no air tube

3.8L

10" Two sensors, no air tube

3.8L

Inlet /outlet size	3.8L / 4,250 lbs.			3.8L / 4,250 lbs.			3.8L / 4,250 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
1.75"/ 1.75"	70256	82563	92563	BTO	82613	92613	BTO	82293	92293
2" / 2"	70257	82564	92564	BTO	82614	92614	BTO	82294	92294
2.25"/ 2.25"	70258	82565	92565	BTO	82615	92615	BTO	82295	92295
2.50"/ 2.50"	70259	82566	92566	BTO	BTO	BTO	BTO	82296	92296

STND **GOOD** Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

ECO II **BETTER** For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

ECO III **BEST** Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.

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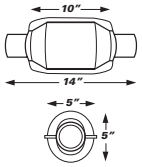
10" (14" OAL)

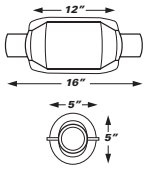


10" No sensor, no air tube			10" One sensor, angled, no air tube		
5.9L			5.9L		
Inlet /outlet size	5.9L / 6,000 lbs.			5.9L / 6,000 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III
1.75"/ 1.75"	70215	82153	92153	BTO	82723	92723
2" / 2"	70216	82154	92154	BTO	82724	92724
2.25"/ 2.25"	70217	82155	92155	BTO	82725	92725
2.50"/ 2.50"	70218	82156	92156	BTO	82726	92726

ECO GM

For more information about ECO-GM turn to page 4-5.

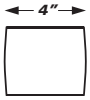
12" (16" OAL)



12" No sensor, no air tube				12" One sensor, angled, no air tube				12" One sensor, (centered) no air tube		
5.9L				5.9L				5.9L		
Inlet /outlet size	5.9L / 6,000 lbs.				5.9L / 6,000 lbs.				5.9L / 6,000 lbs.		
	STND	ECO II	ECO III	ECO GM	STND	ECO II	ECO III	ECO GM	STND	ECO II	ECO III
2"/ 2"	71277	82774	92774	99774	BTO	82734	92734	99734	BTO	82624	92624
2.25" / 2.25"	71278	82775	92775	99775	BTO	82735	92735	99735	BTO	82625	92625
2.50"/ 2.50"	71279	82776	92776	99776	BTO	82736	92736	99736	BTO	82626	92626
3"/ 3"	71280	82777	92777	99777	BTO	82737	92737	99737	BTO	82627	92627

Stuffed tube with endcap:

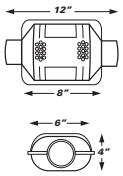
4"



4" No sensor, no air tube			4" No sensor, no air tube			4" No sensor, no air tube			4" No sensor, no air tube		
3.8L			3.8L			3.8L			3.8L		
8" OAL			7" OAL			7.5" OAL			8.5" OAL		
Inlet /outlet size	3.8L / 4,250 lbs.			3.8L / 4,250 lbs.			3.8L / 4,250 lbs.			3.8L / 4,250 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
2"/ 2"	72204	82204	92204	72214	82214	92214	72224	82224	92224	72234	82234	92234

Oval Converters

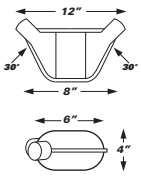
8" (12" OAL) — 8" No sensor, no air tube



4.0L

Inlet /outlet size	4.0L / 4,250 lbs. STND	ECO II	ECO III
1.75"/ 1.75"	70380	83803	93803
2" / 2"	70382	83804	93804
2.25"/ 2.25"	70384	83805	93805

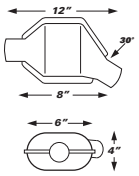
8" (12" OAL) — 8" No sensor, no air tube. two angled



4.0L

Inlet /outlet size	4.0L / 4,250 lbs. STND	ECO II	ECO III
1.75"/ 1.75"	BTO	BTO	BTO
60° angled 2.0"	70362	83624	93624
60° angled 2.25"	70363	83625	93625

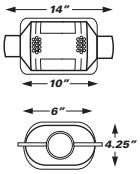
8" (12" OAL) — 8" No sensor, no air tube, one angled



4.0L

Inlet /outlet size	4.0L / 4,250 lbs. STND	ECO II	ECO III
1.75"/ 1.75"	BTO	BTO	BTO
60° angled 2.0"	70342	83424	93424
60° angled 2.25"	70343	83425	93425

10" (14" OAL) — 10" No sensor, no air tube



5.9L

10" — One sensor, no air tube

5.9L

10" — One sensor (centered), no air tube

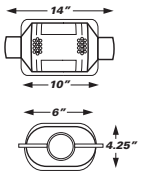
5.9L

10" — Two sensors, no air tube

5.9L

Inlet /outlet size	5.9L / 6,000 lbs. STND	ECO II	ECO III	5.9L / 6,000 lbs. STND	ECO II	ECO III	5.9L / 6,000 lbs. STND	ECO II	ECO III	5.9L / 6,000 lbs. STND	ECO II	ECO III
1.75"/ 1.75"	70326	83163	93163	BTO	83703	93703	BTO	83513	93513	BTO	83403	93403
2" / 2"	70316	83164	93164	BTO	83704	93704	BTO	83514	93514	BTO	83404	93404
2.25"/ 2.25"	70317	83165	93165	BTO	83705	93705	BTO	83515	93515	BTO	83405	93405
2.50"/ 2.50"	70318	83166	93166	BTO	83706	93706	BTO	83516	93516	BTO	83406	93406
3"/ 3"	70330	83167	93167	BTO	83707	93707	BTO	83517	93517	BTO	83407	93407

10" (14" OAL) — 10" No sensor, one air tube



5.9L

Inlet /outlet size	5.9L / 6,000 lbs. STND	ECO II	ECO III
1.75"/ 1.75"	70427	BTO	BTO
2" / 2"	70419	BTO	BTO
2.25"/ 2.25"	70421	BTO	BTO
2.50"/ 2.50"	70423	BTO	BTO
3"/ 3"	70430	BTO	BTO

STND **GOOD** Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

ECO II **BETTER** For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

ECO III **BEST** Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.

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BTO - Build to order

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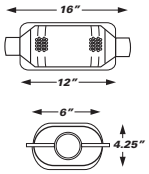
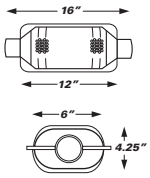
ECO GM

For more information about ECO-GM turn to page 4-5.

12" (16" OAL)	12" No sensor, no air tube				12" No sensor, one air tube		
	5.9L				5.9L		
Inlet /outlet size	**5.9L / 6,000 lbs.**				**5.9L / 6,000 lbs.**		
	STND	ECO II	ECO III	ECO GM	STND	ECO II	ECO III
1.75"/ 1.75"	71326	83173	93173	—	71427	BTO	BTO
2" / 2"	71316	83174	93174	99174	71419	BTO	BTO
2.25"/ 2.25"	71317	83175	93175	99175	71421	BTO	BTO
2.50"/ 2.50"	71318	83176	93176	99176	71423	BTO	BTO
3"/ 3"	71330	83177	93177	99177	71430	BTO	BTO

12" (16" OAL)	12" One sensor, no air tube			12" One sensor (centered), no air tube			12" Two sensors, no air tube		
	5.9L			5.9L			5.9L		
Inlet /outlet size	**5.9L / 6,000 lbs.**			**5.9L / 6,000 lbs.**			**5.9L / 6,000 lbs.**		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
1.75"/ 1.75"	BTO	83713	93713	BTO	83523	93523	BTO	83753	93753
2" / 2"	BTO	83714	93714	BTO	83524	93524	BTO	83754	93754
2.25"/ 2.25"	BTO	83715	93715	BTO	83525	93525	BTO	83755	93755
2.50"/ 2.50"	BTO	83716	93716	BTO	83526	93526	BTO	83756	93756
3"/ 3"	BTO	83717	93717	BTO	83527	93527	BTO	83757	93757

Why do catalytic converters fail?

Replacing the catalytic converter without fixing the cause of the failure may lead to another ruined converter! Common causes of failure are:

- Engine tune-up required
- Excess fuel entering the exhaust system
- Oil or anti-freeze entering the exhaust system
- Oxygen sensor malfunction
- Road damage or broken hangers
- Contamination from additives

Melted Brick
Engine operating too hot.

Oil-Fouled Brick
Engine oil is getting into the exhaust.

Burned Converter
Exhaust temperature too hot.

Plugged Brick
Incomplete combustion by-products have plugged the holes.

Road Damage
Impact under the vehicle crushed the converter.

Failures caused by these problems are not covered by the warranty!

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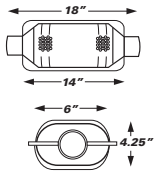
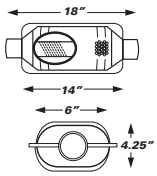
Oval Converters

14" (18" OAL)



Inlet /outlet size	14" No sensor, no air tube			14" One sensor, no air tube			14" Two sensors, no air tube			14" No sensor, one air tube		
	5.9L / 6,000 lbs.			5.9L / 6,000 lbs.			5.9L / 6,000 lbs.			5.9L / 6,000 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
2"/2"	70528	85284	95284	BTO	85714	95714	BTO	85754	95754	70635	BTO	BTO
2.25"/ 2.25"	70529	85285	95285	BTO	85715	95715	BTO	85755	95755	70636	BTO	BTO
2.50"/ 2.50"	70530	85286	95286	BTO	85716	95716	BTO	85756	95756	70637	BTO	BTO
3"/ 3"	70531	85287	95287	BTO	85717	95717	BTO	85757	95757	70638	BTO	BTO

14" (18" OAL)



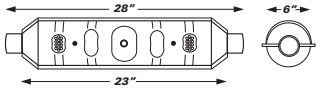
Inlet /outlet size	14" No sensor, no air tube			14" One sensor, no air tube			14" No sensor, one air tube		
	5.9L / 6,000 lbs.			5.9L / 6,000 lbs.			5.9L / 6,000 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
2.25"/2.25"	70549	85495	95495	BTO	85535	95535	70649	BTO	BTO
2.50"/ 2.50"	70550	85496	95496	BTO	85536	95536	70650	BTO	BTO
3"/ 3"	70551	85497	95497	BTO	85537	95537	70651	BTO	BTO

Resonated Oval

Baffled tube design reduces noise by 35%.

Designed to meet the demand for quieter operation on full size luxury cars such as Lexus, Cadillac, and Mercedes Benz, as well as light trucks and SUVs.

23" Torpedo (28" OAL)



Inlet /outlet size	23" No sensor, no air tubes	23" No sensor, two air tubes
	8.0L / 12,000 lbs	8.0L / 12,000 lbs
	STND	STND
3" / 3"	78300	78400

Direct-fit OEM-Style Ford Truck Converters

A full line of Direct-fit applications for 5.4L to 7.5L are available. See our Full-Line Catalog for listings.

STND

GOOD Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

ECO II

BETTER For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

ECO III

BEST Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.

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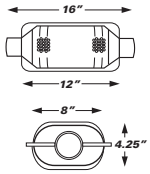
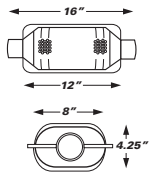
12" (16" OAL)

12" No sensor, no air tube	12" One sensor, no air tube	12" Two sensors, no air tube	12" No sensor, one air tube
	5.9L	5.9L	5.9L	5.9L

Inlet /outlet size	5.9L / 6,000 lbs.			5.9L / 6,000 lbs.			5.9L / 6,000 lbs.			5.9L / 6,000 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
1.75"/1.75"	70951	89513	99513	BTO	89713	99713	BTO	89813	99813	70961	BTO	BTO
2"/ 2"	70953	89514	99514	BTO	89714	99714	BTO	89814	99814	70963	BTO	BTO
2.25"/ 2.25"	70954	89515	99515	BTO	89715	99715	BTO	89815	99815	70964	BTO	BTO
2.50"/ 2.50"	70955	89516	99516	BTO	89716	99716	BTO	89816	99816	70965	BTO	BTO
3"/ 3"	70957	89517	99517	BTO	89717	99717	BTO	89817	99817	70967	BTO	BTO

12" (16" OAL)

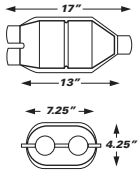
12" No sensor, no air tube	12" No sensor, one air tube	12" One sensor, no air tube	12" Two sensors, no air tube
	8.0L	8.0L	8.0L	8.0L

Inlet /outlet size	8.0L / 9,500 lbs.			8.0L / 9,500 lbs.			8.0L / 9,500 lbs.			8.0L / 9,500 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
2.25"/ 2.25"	70854	BTO	BTO	70864	BTO	BTO	70814	BTO	BTO	70894	BTO	BTO
2.50"/ 2.50"	70855	BTO	BTO	70865	BTO	BTO	70815	BTO	BTO	70895	BTO	BTO
3"/ 3"	70857	BTO	BTO	70867	BTO	BTO	70816	BTO	BTO	70896	BTO	BTO

BTO - Build to order

Just because you don't see a particular application in this catalog, doesn't mean we can't build it for you!

12" (16" OAL)

12" No sensor, no air tube	12" One sensor, no air tube	12" Two sensors, no air tube
	8.0L	8.0L	8.0L

Inlet /outlet size	8.0L / 9,500 lbs.			8.0L / 9,500 lbs.			8.0L / 9,500 lbs.		
	STND	ECO II	ECO III	STND	ECO II	ECO III	STND	ECO II	ECO III
2.50" / 2 x 2.0"	70834	BTO	BTO	70835	BTO	BTO	70836	BTO	BTO

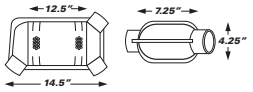
Calculation: To determine the test weight of your vehicle, use the formula:
Equivalent Test Weight (ETW) = Curb Weight + 1/2(GVWR - Curb Weight)

Oval Converters

12.5 "(14.5" OAL)

No sensor, no air tube

5.9L



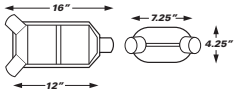
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2.0"**

STND	ECO II	ECO III
70911	89114	99114

12"(16" OAL)

No sensor, no air tube

5.9L



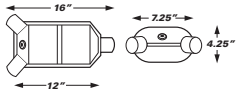
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2.0"**

STND	ECO II	ECO III
70914	89144	99144

12"(16" OAL)

One sensor, no air tube

5.9L



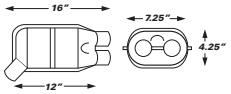
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2.0"**

STND	ECO II	ECO III
70915	89154	99154

12"(16" OAL)

No sensor, no air tube

5.9L



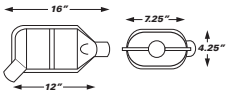
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2.0"**

STND	ECO II	ECO III
70916	BTO	BTO

12"(16" OAL)

No sensor, no air tube

5.9L



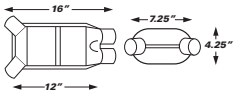
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.0" / 2.0"**

STND	ECO II	ECO III
70913	BTO	BTO

12"(16" OAL)

No sensor, no air tube

5.9L



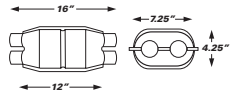
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2 x 2.0"**

STND	ECO II	ECO III
70920	BTO	BTO

12"(16" OAL)

No sensor, no air tube

5.9L



Rated: **5.9L / 6,000 lbs..**
Inlet /outlet: **2 x 2.0" / 2 x 2.0"**

STND	ECO II	ECO III
70533	85334	95334

BTO - Build to order

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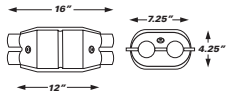
12" (16" OAL)

Two sensors, no air tube

5.9L



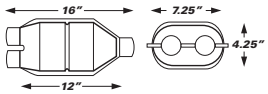
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2 x 2.0" / 2 x 2.0"**

STND	ECO II	ECO III
70532	85324	95324

12" (16" OAL)

No sensor, no air tube

5.9L



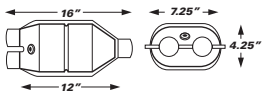
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.50" / 2 x 2.0"**

STND	ECO II	ECO III
70534	85346	95346

12" (16" OAL)

One sensor, no air tube

5.9L



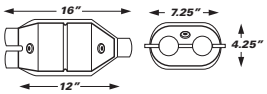
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.50" / 2 x 2.0"**

STND	ECO II	ECO III
70535	85356	95356

12" (16" OAL)

Two sensors, no air tube

5.9L



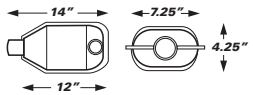
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.50" / 2 x 2.0"**

STND	ECO II	ECO III
70536	85366	95366

12" (14" OAL)

No sensor, no air tube

5.9L



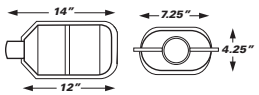
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.5" / 2.0"**

STND	ECO II	ECO III
70924	89246	BTO

12" (14" OAL)

No sensor, no air tube

5.9L



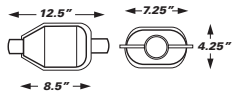
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / None**

STND	ECO II	ECO III
70925	BTO	BTO

8.5" (12.5" OAL)

No sensor, no air tube

5.9L



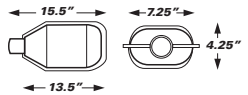
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / 2.25"**

STND	ECO II	ECO III
70927	BTO	BTO

13.5" (15.5" OAL)

No sensor, no air tube

5.9L



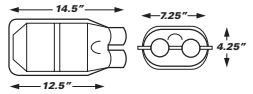
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / None**

STND	ECO II	ECO III
70923	BTO	BTO

12.5" (14.5" OAL)

No sensor, no air tube

5.9L



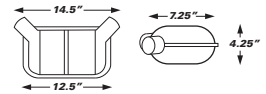
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / 2.25"**

STND	ECO II	ECO III
70922	BTO	BTO

12.5" (14.5" OAL)

No sensor, no air tube

5.9L



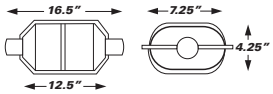
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / 2.25"**

STND	ECO II	ECO III
70926	BTO	BTO

12.5" (16.5" OAL)

No sensor, no air tube

5.9L



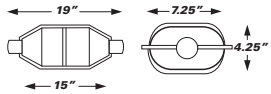
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / 2.25"**

STND	ECO II	ECO III
70901	BTO	BTO

15" (19" OAL)

No sensor, no air tube

5.9L



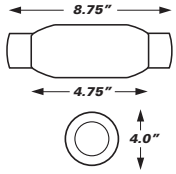
Rated: **5.9L / 6,000 lbs.**
Inlet /outlet: **2.25" / 2.25"**

STND	ECO II	ECO III
70902	BTO	BTO

High Performance Converters

Small Bullet

No sensor, no air tube
ceramic substrate
400 cell / in²

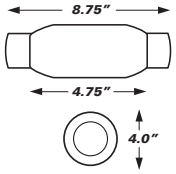


3.8L

Inlet /outlet size	3.8L / 4,250 lbs.		
	PERF	ECO II	ECO III
2.25" / 2.25"	78124	81255	91255
2.50" / 2.50"	78125	81256	91256
3" / 3"	78130	81257	91257

Small Bullet

No sensor, no air tube
metallic substrate
200 cell / in²

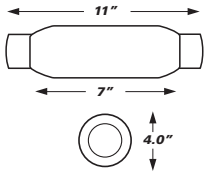


3.8L

Inlet /outlet size	3.8L / 4,250 lbs.
	PERF
2.25" / 2.25"	79124
2.50" / 2.50"	79125
3" / 3"	79130

Large Bullet

No sensor, no air tube
ceramic substrate
400 cell / in²

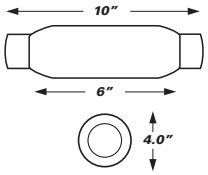


5.9L

Inlet /outlet size	5.9L / 6,000 lbs.		
	PERF	ECO II	ECO III
2.25" / 2.25"	78224	82255	92255
2.50" / 2.50"	78225	82256	92256
3" / 3"	78230	82257	92257

Large Bullet

No sensor, no air tube
metallic substrate
200 cell / in²



5.9L

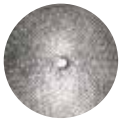
Inlet /outlet size	5.9L / 6,000 lbs.
	PERF
2.25" / 2.25"	79224
2.50" / 2.50"	79225
3" / 3"	79230

Bullet Cat™

Eastern Bullet Cat Converters feature fully welded tube construction and are available with either a 400 cells per square inch ceramic substrate or a 200 cells per square inch metallic catalyst.

Ceramic

Ceramic flow through catalyst – 400 cell / in²



Metallic

Metal foil catalyst, flow through design – 200 cell / in²

Tru Performance™

Eastern Tru Performance Converters feature a 300 cells per square inch ceramic substrate for improved exhaust flow with higher horsepower and torque.

Polished or Satin -

Tru Performance polished converter bodies are built with 304 stainless steel shields and shells and are polished to 4/11 mirror finish.

Tru Performance satin-finish converter bodies are built with 409 stainless steel.

STND **GOOD** Over 47,400 applications including Direct-fit, Universal, Manifold Converters, Diesel, and more.

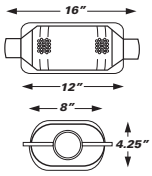
ECO II **BETTER** For all post '96 applications. Designed to be compatible with second-generation on-board diagnostics (OBDII).

ECO III **BEST** Higher precious metal loading. Designed to keep the Check Engine Light (MIL) off on high mileage and low emissions OBDII applications.

All products in this catalog are not legal for sale or use in California.

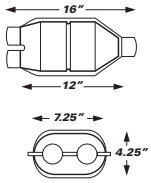
Polished Finish

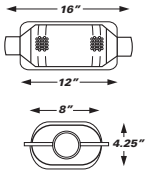
300 cells per square inch ceramic substrate

12" Tru™ (16" OAL)	12" No sensor, no air tube	12" No sensor, one air tube
		
Inlet /outlet size	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF
2" / 2"	79916	79919
2.25" / 2.25"	79917	79921
2.50" / 2.50"	79918	79923
3" / 3"	79930	79931

Satin Finish

300 cells per square inch ceramic substrate

12" Tru™ (16" OAL)	12" No sensor, no air tube	12" One sensor, no air tube	12" Two sensors, no air tube
			
Inlet /outlet size	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF
2.50" / 2x2"	79834	79835	79836

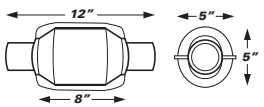
12" Tru™ (16" OAL)	12" No sensor, no air tube	12" One sensor, no air tube	12" Two sensors, no air tube	12" No sensor, one air tube
				
Inlet /outlet size	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF	5.9L / 6,000 lbs. PERF
2" / 2"	79816	—	—	79819
2.25" / 2.25"	79817	79824	79894	79821
2.50" / 2.50"	79818	79825	79895	79823
3" / 3"	79830	79826	79896	79831

BTO - Build to order

Just because you don't see a particular application in this catalog, doesn't mean we can't build it for you!

EASTERN™ Performance CATALYTIC

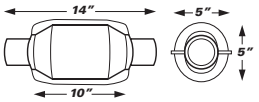
8" Round (12" OAL)



1.5L

	DIESEL
	75246
	75247
	75248

10" Round (14" OAL)

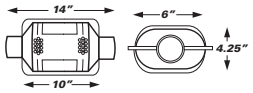


1.5L

	DIESEL
	75256
	75257
	75258

10" Oval (14" OAL)

10" No sensor, no air tube



1.6-2.5L

Inlet /outlet size	Engine Size: 1.6L to 2.5L DIESEL
1.75" / 1.75"	75326
2" / 2"	75316
2.25" / 2.25"	75317
2.50" / 2.50"	75318
3" / 3"	75330

We provide the widest range of Diesel Catalytic Converter applications for cars, light trucks, heavy-duty and off-highway vehicles, buses, heavy-duty trucks, forklifts, and stationary engines.

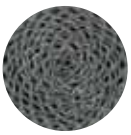
Our Diesel converters employ one of four different catalysts, depending on the application requirements:

Ceramic flow through catalyst – for control of HC and CO

Ceramic Wall Flow

Ceramic wall flow catalyst – to trap particulate matter (PM) and also control HC and CO

Metal foil catalyst, flow through design – for control of HC and CO



Metallic Mesh

Catalyzed metallic mesh – designed to trap particulate matter (PM) and also control HC and CO

Custom fabrication and application-specific designs:

We provide custom fabrication for Diesel applications, including large displacement and stationary engines.

Contact us for more information:
800.553.7199 [In PA: 215.702.3600]

Or see our website for our custom request form:
www.easterncatalytic.com

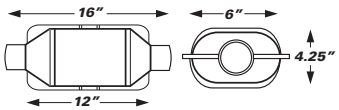
Application and performance may vary depending on application weight, engine specifications, and fuel quality.

Contact Eastern for more information on mobile and stationary engines larger than 8.0L. Specialty catalyst configurations and exhaust tube sizes are available.

All products in this catalog are not legal for sale or use in California.

12" Large Oval
(16" OAL)

12" No sensor, no air tube

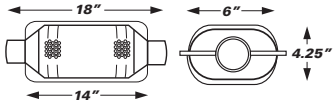


2.6-3.5L

Inlet /outlet size	Engine Size: 2.6L to 3.5L DIESEL
1.75" / 1.75"	75953
2" / 2"	75954
2.25" / 2.25"	75955
3" / 3"	75957

14" Oval
(18" OAL)

14" No sensor, no air tube

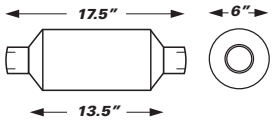


1.6-2.5L

Inlet /outlet size	Engine Size: 1.6L to 2.5L DIESEL
1.75" / 1.75"	—
2.25" / 2.25"	75529
2.50" / 2.50"	75530
3" / 3"	75531

13.5" HD Type
(17.5" OAL)

13.5" No sensor, no air tube, 6" Diameter



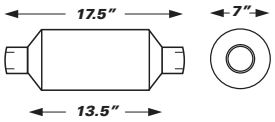
6.1-7.3L

6" Dia

Inlet /outlet size	Engine Size: 3.6L to 6L DIESEL
2.50" / 2.50"	75501
3" / 3"	75502
3.50" / 3.50"	75503
4" / 4"	75504

13.5" HD Type
(17.5" OAL)

13.5" No sensor, no air tube, 7" Diameter



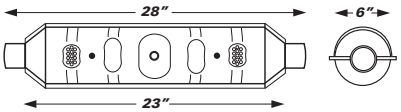
6.1-7.3L

7" Dia

Inlet /outlet size	Engine Size: 6.1L to 7.3L DIESEL
2.50" / 2.50"	75601
3" / 3"	75602
3.50" / 3.50"	75603
4" / 4"	75604

23" HD Torpedo
(28" OAL)

23" No sensor, no air tubes



3.6-6.0L

Inlet /outlet size	Engine Size: 3.6L to 6L DIESEL
2.50" / 2.50"	75401
3" / 3"	75402
3.50" / 3.50"	75403
4" / 4"	75404

Eastern Component Accessories

Eastern Catalytics component accessories are now available including Flex Pipes, Boss & Plugs, and Cowbells.
Eastern Catalytic is your one stop shop for the exhaust component parts you need.

Part #	Ends	Inlet/ Outlet	OAL
Inner & Outer Braid			
80129	No ends	1.75"	4"
80134	No ends	1.75"	6"
80096	No ends	1.75"	8"
80127	No ends	1.75"	10"
80112	No ends	2"	4"
80148	No ends	2"	6"
80151	No ends	2"	8"
80115	No ends	2"	10"
80126	No ends	2.25"	4"
80111	No ends	2.25"	6"
80110	No ends	2.25"	8"
80123	No ends	2.25"	10"
80103	No ends	2.5"	4"
80125	No ends	2.5"	6"
80106	No ends	2.5"	8"
80100	No ends	2.5"	10"
80162	No ends	3"	4"
80183	No ends	3"	6"
80118	No ends	3"	8"
80121	No ends	3"	10"
80116	No ends	3.5"	6"
Double Bellow			
80176	No ends	6 Bolt / 1.75" x 2	3.75"

Part #	Ends	Inlet/ Outlet	OAL
Inner & Outer Braid			
80098	With ends	1.75"	8"
80124	With ends	1.75"	10"
80122	With ends	1.75"	12"
80128	With ends	1.75"	14"
80177	With ends	2"	8"
80149	With ends	2"	10"
80113	With ends	2"	12"
80114	With ends	2"	14"
80178	With ends	2.25"	8"
80143	With ends	2.25"	10"
80145	With ends	2.25"	12"
80140	With ends	2.25"	14"
80108	With ends	2.5"	8"
80107	With ends	2.5"	10"
80138	With ends	2.5"	12"
80136	With ends	2.5"	14"
80164	With ends	3"	10"
80182	With ends	3"	12"
80179	With ends	3"	14"
Interlock			
80071	No ends	2"	4"
80072	No ends	2.25"	4"
80073	No ends	2.5"	4"
80095	No ends	3"	4"

Inner & Outer Braid

Interlock

Double Bellow

All products in this catalog are not legal for sale or use in California.

Boss & Plugs

Part #	Type	OAL	Width	Metric Thread	Angle	Steel Grade	Description
86100	Plug	16mm	21mm on cap side/ 18mm thread side	M18 x 1.5	n/a	1215 Mild	Used for 86101 and 86102
86101	Boss	13mm	25mm	M18 x 1.5	n/a	1215 Mild	—
86102	Boss	25mm high side/ 13mm low side	25mm	M18 x 1.5	135°	1215 Mild	—
86103	Boss No Plug	13mm	25mm	M12 x 1.25	n/a	1215 Mild	—
86105	EGR Port	38mm	29mm	—	n/a	—	—
86108	Boss	19mm	15.88mm	M6 x 1	n/a	1215 Mild	—
86109	Boss	32mm	15.88mm	M6 x 1	n/a	1215 Mild	—
86110	Boss	13mm	15.88mm	M6 x 1	n/a	1215 Mild	—

Part #	Type	Center Hole	OAL	Bolt to Bolt	Thickness	Bolts	Metric Thread	Description
86104	Boss No Plug	18mm	75mm	45mm	7.83mm	40mm long	1.25	Flange designed only for boss

86100

86101

86102

86103

86105

86104

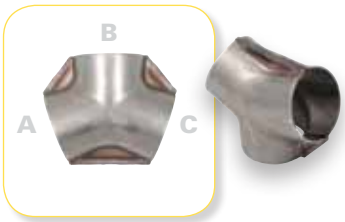
86108

86109

86110

Cowbells

87301



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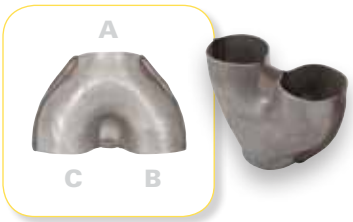

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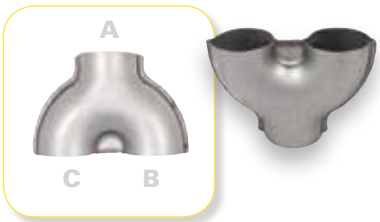

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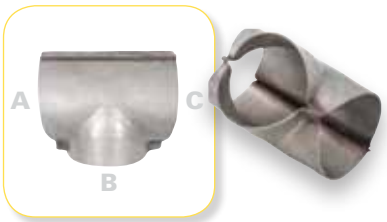

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87306

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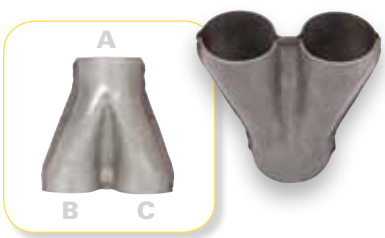
87309



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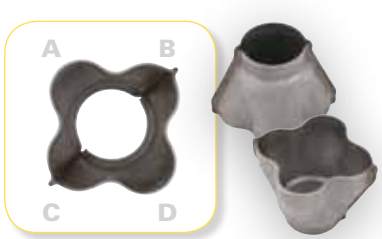
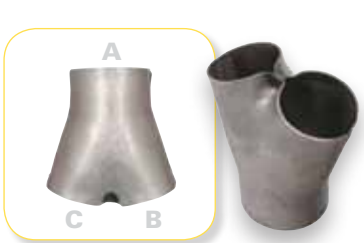


87311

87312



87313

87314

87315

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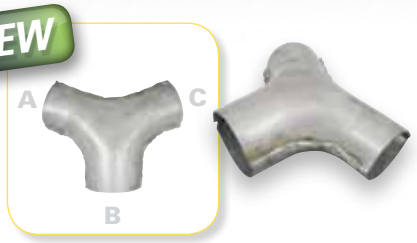
87316

NEW

87317

NEW



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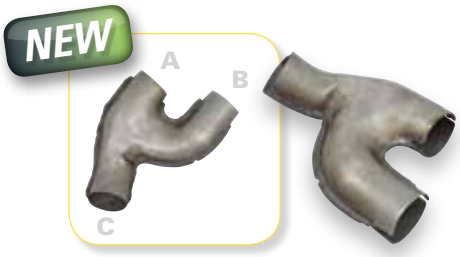
NEW



87319

Part #	OAL	OAH	OAW	A	B	C	D
87301	5"(127mm)	2.5"(64mm)	5.25"(133mm)	1.75"(44mm)	2"(51mm)	2"(51mm)	—
87302	4.5"(114mm)	2.25"(57mm)	4.25"(108mm)	2.12"(55mm)	2.12"(55mm)	2.12"(55mm)	—
87303	3"(76mm)	2.12"(54mm)	4.25"(108mm)	1.75"(44mm)	1.75"(44mm)	1.75"(44mm)	
87304	3.65"(93mm)	2"(51mm)	5.75"(146mm)	2"(51mm)	2"(51mm)	2"(51mm)	—
87305	3.5"(89mm)	2.25"(57mm)	3"(76mm)	2"(51mm)	2"(51mm)	2"(51mm)	—
87306	3"(76mm)	2.12"(54mm)	4.75"(121mm)	2"(51mm)	1.75"(44mm)	1.75"(44mm)	—
87307	2.5"(64mm)	2"(51mm)	5"(127mm)	2"(51mm)	2"(51mm)	—	—
87308	5"(127mm)	2.5"(64mm)	3"(76mm)	1.75"(44mm)	2.25"(57mm)	—	—
87309	6.25"(159mm)	4"(102mm)	2.25"(57mm)	2"(51mm)	2"(51mm)	2"(51mm)	—
87310	4"(102mm)	2"(51mm)	4"(102mm)	1.75"(44mm)	1.5"(38mm)	1.5"(38mm)	—
87311	4"(102mm)	2.75"(70mm)	3.75"(95mm)	1.5"(38mm)	1.5"(38mm)	1.5"(38mm)	1.5"(38mm)
87312	5"(127mm)	2.5"(64mm)	2.25"(57mm)	1.75"(44mm)	2"(51mm)	—	—
87313	5"(127mm)	2.75"(70mm)	5.25"(133mm)	1.84"(47mm)	2"(51mm)	2"(51mm)	—
87314	4.5"(114mm)	2.75"(70mm)	3"(76mm)	2.5"(64mm)	2"(51mm)	—	—
87315	4.5"(114mm)	2.25"(57mm)	4.75"(121mm)	2"(51mm)	1.63"(41mm)	1.63"(41mm)	—
87316	2"(51mm)	2.25"(57mm)	3"(76mm)	2"(51mm)	2"(51mm)	—	—
87317	4"(102mm)	4"(102mm)	4"(102mm)	1.88"(48mm)	1.88"(48mm)	1"(25mm)	—
87318	7"(178mm)	2.5"(64mm)	6"(152mm)	2"(51mm)	2"(51mm)	2.38"(60mm)	—
87319	9"(229mm)	2.5"(64mm)	6.25"(159mm)	1.88"(48mm)	1.88"(48mm)	1.88"(48mm)	—

Exhaust Accessories

80050 / K50
Universal Air Tube Kit
1/2" I.D. X 1/2" I.D. X 10"

80051 / K51
Universal Air Tube Kit
5/8" I.D. X 1/2" I.D. X 6"

80052 / K52
Universal Air Tube Kit
3/4" I.D. X 1/2" I.D. X 8"

80053 / K53
1/2" I.D. X 10' High Temp Hose

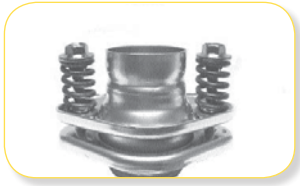
80054 / K54
3/4" I.D. X 10' High Temp Hose

80061 / K61
5/8" I.D. X 10' High Temp Hose

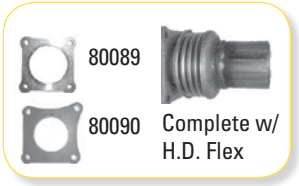
80153
1/2" I.D. X 100' High Temp Hose

80154
3/4" I.D. X 100' High Temp Hose

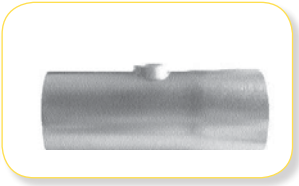
80161
5/8" I.D. X 100' High Temp Hose



80070 / K70
2" I.D. X 2" I.D.
Double flange coupling



80089 - 1996-99 Dodge
Caravan 3.3L
80090 - 1996-99 Dodge
Caravan 3.0L



OBDII Connector
80085 / K85 = 2.00" I.D. X 2.00" O.D.
80086 / K86 = 2.25" I.D. X 2.25" O.D.
80087 / K87 = 2.50" I.D. X 2.50" O.D.
80088 / K88 = 3.00" I.D. X 3.00" O.D.

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Causes of converter failure and the Eastern Catalytic warranty.

There are three basic types of converter failure; physical, thermal, and chemical. The issues shown here VOID the EMI warranty and are NOT eligible for credit. Check your converter before you return it:

Is the part missing a stamp code that verifies it is an Eastern Catalytic product?

- Check stamp code for EM or TD.

Shake the part – is there rattling from inside?

- Rattling is typically heard when the substrate inside is loose or broken
- Was the part physically damaged due to impact that may have caused the substrate to break?
- Does the part show visible signs of extreme temperature that would cause loss of efficiency, matting failure / loose substrate?

Look at the tubing and the shell of the converter – Does it show signs of extreme heat?

- Deep gray, black, and dark purple are signs of extreme temperature caused by an improper running or misfiring engine.

Look inside the converter, is the substrate missing, plugged up, or melted?

- These are all signs of an improperly running engine or contaminants in the exhaust that have plugged the face of the catalyst or melted the catalyst due to extreme heat.

Check the picture of the part in the Eastern catalog. Is it missing any pieces of the converter tubing or converters?

- There are some 2-or 3-piece units that must be returned complete with all pieces.

NOTE: Failures caused by these problems are not covered by the warranty.

Global Leader In Catalytic Converters.

World-class technology and innovation. The broadest coverage in the industry with over 60,000 domestic and import applications. Over 72 emission control certifications in 58 countries. In-house R&D and tooling capabilities to get new models to the market faster. These are just a few reasons why Eastern Catalytic is a global leader in catalytic converter manufacturing.

Partnering with Eastern means more new products, more innovations, and more ways to grow your exhaust business. At Eastern, 100% of our research and development efforts focus on manufacturing catalytic converters. That's what makes us the best in the business.

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